

2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
123
City of Petersburg

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.























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City of Petersburg

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
1 Washington St	0.40	13000	F	From:	WCL Petersburg					F	0.091	F	0.544	13000	F	2002
				To:												
1 Washington St	0.18	13000	F	From:	Summit St					F	0.094	F	0.519	13000	F	2002
				To:												
1 Washington St	0.57	14000	F	From:	Elm St					F	0.090	F	0.535	15000	F	2002
				To:												
1 Wythe St	1.08	8300	F	From:	US 1 Par, Washington St; Battersea Lane					C	0.085	F		8800	F	2002
				To:												
Combined Traffic:		17000	F	From:						F	0.085	F		18000	F	
				To:												
1 Wythe St	0.15	9900	F	From:	Perry St					F	0.087	F		10000	F	2002
				To:												
Combined Traffic:		20000	F	From:						F	0.087	F		21000	F	
				To:												
1 Wythe St	0.20	10000	F	From:	SR 36 Market St					F	0.093	F		11000	F	2002
				To:												
Combined Traffic:		0	F	From:						F	0.093	F		0	F	
				To:												
1 Wythe St	0.20	14000	F	From:	ALT US 301 Sycamore St					F	0.089	F		15000	F	2002
				To:												
Combined Traffic:		0	F	From:						F	0.089	F		0	F	
				To:												
1 Jefferson St	0.09	3400	F	From:	Bus US 460 Jefferson St					F	0.086	F	0.709	3600	F	2002
				To:	Bus US 460 Wythe St											
Combined Traffic:		0	F	From:						F	0.086	F	0.709	0	F	
				To:												
1 Jefferson St	0.21	870	F	From:	Bus US 460 Par, Washington St					F	0.107	F	0.813	920	F	2002
				To:												
Combined Traffic:		0	F	From:						F	0.107	F	0.813	0	F	
				To:												
1 Henry St	0.05	560	F	From:	Henry St					F	0.129	F		590	F	2002
				To:	Jefferson St											
Combined Traffic:		0	F	From:						F	0.129	F		0	F	
				To:												
1 3rd St	0.05	1700	F	From:	3rd St					F	0.111	F		1800	F	2002
				To:	Henry St											
Combined Traffic:		0	F	From:						F	0.111	F		0	F	
				To:												
1 3rd St	0.05	2800	F	From:	US 301 Par, Bank St					F	0.109	F		3000	F	2002
				To:												
Combined Traffic:		0	F	From:						F	0.109	F		0	F	
				To:												
1 301 Bollingbrook St	0.08	6700	F	From:	US 301 Bollingbrook St					F	0.103	F		7000	F	2002
				To:	US 301; 3RD STREET											
Combined Traffic:		0	F	From:						F	0.103	F		0	F	
				To:												
1 2nd St	0.35	12000	G	From:	US 1 Par; US 301 Par; Bollingbrook St					F	NA			12000	G	2002
				To:	SCL Colonial Heights											
1 Washington St	0.31	8900	F	From:	US 1 Wythe St Battersea Lane					F	0.093	F		9400	F	2002
				To:												
Combined Traffic:		17000	F	From:						F	NA			18000	F	
				To:												
1 Washington St	0.40	8900	F	From:	123-9025 West St					F	0.092	F		9400	F	2002
				To:												
Combined Traffic:		17000	F	From:						F	NA			18000	F	
				To:												
1 Washington St	0.27	10000	F	From:	123-9029 South St					C	0.097	F		11000	F	2002
				To:												
Combined Traffic:		20000	F	From:						F	NA			21000	F	
				To:												
				From:	Guarantee St											



















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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
1 Washington St	0.24	10000	F	From:	Guarantee St					F	0.087	F		11000	F	2002
		96%	1%	2%	1%	1%	0%									
		Combined Traffic:	20000	F	95%	1%	2%	1%	1%							
1 Market St	0.38	3900	F	From:	BUS US 460 Par; SR 36 Market St SR 36; Bus US 460 Par Washington St					C	0.089	F	0.505	4100	F	2002
		95%	1%	3%	1%	0%	0%									
		Combined Traffic:	0	F												
1 Old St	0.13	3600	F	To:	SR 36 Grove Ave					F	0.095	F	0.759	3800	F	2002
		From:	SR 36; Market St													
		Combined Traffic:	0	F												
1 Sycamore St	0.04	4200	F	To:	Sycamore St					F	0.096	F	0.779	4400	F	2002
		From:	Old St													
		Combined Traffic:	0	F												
1 Bollingbrook St	0.10	3200	F	To:	Bollingbrook St					F	0.089	F		3400	F	2002
		From:	Sycamore St													
		Combined Traffic:	0	F												
36 Fleet St	0.12	11000	F	To:	US 1, US 301 2nd St					C	0.094	F	0.504	11000	F	2002
		From:	WCL Petersburg													
		Combined Traffic:														
36 Grove Ave	0.54	3800	F	To:	Grove Ave					C	0.105	F	0.617	4000	F	2002
		From:	Fleet St													
		Combined Traffic:														
36 1 Market St	0.38	3900	F	To:	US 1 Par, Market St					C	0.089	F	0.505	4100	F	2002
		From:	RT 1													
		Combined Traffic:	0	F												
36 Market St	0.11	5000	F	To:	US 1 Par; BUS US 460 Par, Washington St					F	0.1	F	0.595	5000	F	2002
		From:	US 1 Par, BUS US 460 Par, Washington St													
		Combined Traffic:														
36 1 Wythe St	0.20	10000	F	To:	US 1, Bus US 460 Wythe St					F	0.093	F		11000	F	2002
		From:	US 1, Bus US 460 Wythe St													
		Combined Traffic:	0	F												
36 1 Wythe St	0.20	14000	F	To:	ALT US 301 Sycamore St					F	0.089	F		15000	F	2002
		From:	ALT US 301 Sycamore St													
		Combined Traffic:	0	F												
36 Bus 460 Wythe St	0.20	15000	F	To:	RT 460 BUS					C	0.098	F		16000	F	2002
		From:	RT 460 BUS													
		Combined Traffic:	32000	F	95%	1%	2%	1%	2%							
36 Bus 460 Wythe St	0.30	10000	F	To:	I-85, I-95					F	0.084	F		11000	F	2002
		From:	I-85, I-95													
		Combined Traffic:	23000	F	94%	1%	2%	1%	2%							
36 Wythe St	0.43	11000	F	To:	SOUTH CRATER ROAD					F	0.081	F		11000	F	2002
		From:	US 301, Bus US 460 Crater Rd													
		Combined Traffic:	22000	F	97%	0%	1%	0%	1%							
36 Washington St	0.87	21000	F	To:	SR 36 Par, Washington St; Amelia St					F	0.086	F	0.526	21000	F	2002
		From:	SR 36 Par, Wythe St; Amelia St													
		Combined Traffic:														
36 Washington St	0.58	15000	F	To:	Puddledock Rd					F	0.081	F	0.525	15000	F	2002
		From:	Puddledock Rd													
		Combined Traffic:														
36 1 Old St	0.13	3600	F	To:	Prince George County Line					F	0.095	F	0.759	3800	F	2002
		From:	SR 36; Market St													
		Combined Traffic:	0	F	95%	1%	3%	1%	0%							
36 1 Old St	0.13	3600	F	To:	Sycamore St					F	0.095	F	0.759	3800	F	2002
		From:	SR 36; Market St													
		Combined Traffic:	0	F	95%	1%	3%	1%	0%							

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
 	Sycamore St	0.04	4200	F	From:	Old St				F	0.096	F	0.779	4400	F	2002
	Combined Traffic:	0	F	To:	Bollingbrook St											
 	Bollingbrook St	0.10	3200	F	From:	Sycamore St				F	0.089	F		3400	F	2002
	Combined Traffic:	0	F	To:	US 1, US 301 2nd St											
 	Bollingbrook St	0.08	6700	F	From:	US 1 Par, 2nd St				F	0.103	F		7000	F	2002
	Combined Traffic:	0	F	To:	US 1, ALT US 301 3rd St											
 	Bollingbrook St	0.15	3600	F	From:	3rd St				F	0.090	F		3800	F	2002
	Combined Traffic:	6600	F	To:	5th St											
 	Bollingbrook St	0.23	3200	F	From:	Crater Rd				C	0.093	F		3400	F	2002
	Combined Traffic:	6700	F	To:	Bollingbrook St											
 	Crater Rd	0.14	3000	F	From:	Bollingbrook St				F	0.102	F		3200	F	2002
	Combined Traffic:	6700	F	To:	US 301 Par, Bank St											
 	Crater Rd	0.18	4600	F	From:	US 301 Par, Bank St				F	0.103	F	0.584	4900	F	2002
	Combined Traffic:	0	F	To:	US 301, BUS US 460 Crater Rd											
	Washington St	0.18	11000	F	From:	US 301, BUS US 460 Crater Rd				F	0.092	F		11000	F	2002
	Combined Traffic:	22000	F	To:	Burch St											
	Washington St	0.25	11000	F	From:	Burch St				F	0.094	F		11000	F	2002
	Combined Traffic:	0	F	To:	SR 36 Wythe St; Amelia St											
					From:	SCL Petersburg				F	0.089	F		23000	F	2002
		1.01	24000	F	To:	Squirrel Level Road										
					From:	Squirrel Level Road				F	0.087	F		29000	F	2002
		2.57	31000	F	To:	I-95										
					From:	SCL Petersburg				F	0.09	F		23000	F	2002
		1.25	25000	F	To:	Squirrel Level Road										
					From:	Squirrel Level Road				F	0.091	F		25000	F	2002
		2.72	27000	F	To:	I-95										
					From:	Rives Rd				F	0.082	F		11000	F	2002
		1.15	13000	F	To:	Wagner Rd										
					From:	Wagner Rd				F	0.082	F		17000	F	2002
		2.79	19000	F	To:	US 460 West St										
					From:	US 460 West St				F	0.082	F		37000	F	
					To:											

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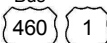

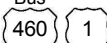

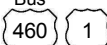
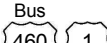
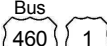
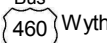
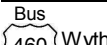


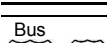
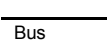
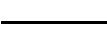
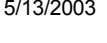
Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
North 				From:	US 460 West St											
	0.50	19000	N	80%	1%	2%	0%	17%	0%	N	0.082	N		17000	N	2002
	Combined Traffic:	45000	N	80%	1%	2%	0%	17%	0%	N	0.082	N		NA		
North 				To:	I-85											
	0.44	38000	F	89%	1%	2%	1%	8%	0%	F	0.078	F		38000	F	2002
	Combined Traffic:	70000	F	88%	1%	2%	1%	8%	0%	F	0.077	F	0.522	70000	F	
North 				To:	US 301, Bus US 460 Washington St											
	0.64	48000	F	89%	1%	2%	1%	8%	0%	F	0.082	F		48000	F	2002
	Combined Traffic:	88000	F	88%	1%	2%	1%	8%	0%	F	0.08	F	0.527	87000	F	
				To:	SCL Colonial Heights											
South 				From:	SCL Petersburg											
	0.34	16000	F	80%	1%	2%	0%	16%	0%	F	0.08	F		14000	F	2002
	Combined Traffic:	27000	F	80%	1%	2%	0%	17%	0%	F	NA			24000	F	
South 				To:	Rives Rd											
	1.22	16000	F	80%	1%	2%	0%	16%	0%	F	0.082	F		14000	F	2002
	Combined Traffic:	29000	F	80%	1%	2%	0%	17%	0%	F	NA			26000	F	
South 				To:	Wagner Rd											
	2.29	23000	F	80%	1%	2%	0%	16%	0%	F	0.082	F		20000	F	2002
	Combined Traffic:	43000	F	80%	1%	2%	0%	17%	0%	F	NA			37000	F	
South 				To:	US 460; US 301 Crater Rd; County Rd											
	0.53	NA		80%	1%	2%	0%	16%	0%	F	0.082	N		NA		2002
	Combined Traffic:	NA		80%	1%	2%	0%	17%	0%	N	0.082	N		NA		
South 				To:	I-85											
	0.66	32000	F	88%	1%	2%	1%	8%	0%	F	0.077	F		32000	F	2002
	Combined Traffic:	70000	F	88%	1%	2%	1%	8%	0%	F	NA			70000	F	
South 				To:	US 301; US 460											
	0.48	39000	F	88%	1%	2%	1%	8%	0%	F	0.079	F		39000	F	2002
	Combined Traffic:	88000	F	88%	1%	2%	1%	8%	0%	F	NA			87000	F	
				To:	SCL Colonial Heights											
 Courthouse Rd	0.10	7000	F	From:	US 460 County Rd				F	0.093	F	0.51	7400	F	2002	
				To:	ECL Petersburg											
 Hickory Hill Rd	0.88	8600	F	From:	US 460 County Rd				C	0.119	F	0.761	9100	F	2002	
				To:	ECL Petersburg											
 Hickory Hill Rd	0.03	8600	N	From:	ECL Petersburg				N	0.119	N	0.761	9100	N	2002	
				To:	Dead End; Fort Lee Military Reservation, Mahone A											
 Boydton Plank Rd	0.16	3900	F	From:	WCL Petersburg				F	0.103	F	0.579	4200	F	2002	
				To:	Dupuy Rd											
 Boydton Plank Rd	1.24	3400	F	From:	Dupuy Rd				C	0.101	F	0.51	3600	F	2002	
				To:	Rt 604 Halifax Rd											
 Halifax Rd	0.06	6100	F	From:	Rt 604 Halifax Rd				F	0.102	F	0.595	6500	F	2002	
				To:	CSX RR											
 Crater Rd	0.21	8200	F	From:	SCL Petersburg				F	0.098	F	0.62	8700	F	2002	
				To:	Rives Rd											
 Crater Rd	0.90	9100	F	From:	Rives Rd				C	0.096	F	0.586	9700	F	2002	
				To:	Wagner Rd											
 Crater Rd	0.43	22000	F	From:	Wagner Rd				F	0.091	F	0.510	23000	F	2002	
				To:	Flank Rd											

Route		Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
301	Crater Rd	0.87	22000	F	From	Flank Rd					F	0.095	F	0.506	23000	F	2002
					To												
301	Crater Rd	0.26	16000	F	From	ALT US 301 Sycamore St					C	0.088	F	0.504	17000	F	2002
					To												
301	Crater Rd	0.73	22000	F	From	South Blvd					F	0.09	F	0.519	23000	F	2002
					To												
301	Crater Rd	0.09	11000	N	From	I-95, Bus US 460					N	0.088	N	0.552	12000	N	2002
					To												
301	Crater Rd	0.96	11000	F	From	I-95; Bus US 460 Par, Winfield Rd					C	0.088	F	0.552	12000	F	2002
					To												
Combined Traffic:			0	F								0.088	F	0.552	0	F	
301	Crater Rd	0.10	8000	F	From	SR 36, Bus US 460 Wythe St					F	0.089	F	0.521	8500	F	2002
					To												
301	Crater Rd	0.18	4600	F	From	SR 36 Par, Bus US 460 Par, Washington St					F	0.103	F	0.584	4900	F	2002
					To												
301	Crater Rd	0.14	3000	F	From	US 301 Par, Bank St					F	0.102	F		3200	F	2002
					To												
Combined Traffic:			6700	F							F	0.102	F		7100	F	
301	Bollingbrook St	0.23	3200	F	From	Bollingbrook St					C	0.093	F		3400	F	2002
					To												
Combined Traffic:			6700	F							C	0.093	F		7100	F	
301	Bollingbrook St	0.15	3600	F	From	5th St					F	0.090	F		3800	F	2002
					To												
Combined Traffic:			6600	F							F	0.090	F		7000	F	
301	Bollingbrook St	0.08	6700	F	From	US 1, ALT US 301 3rd St					F	0.103	F		7000	F	2002
					To												
Combined Traffic:			0	F								0.103	F		0	F	
301	2nd St	0.35	12000	G	From	US 1 Par, 2nd St					F	NA			12000	G	2002
					To												
Combined Traffic:																	
301	Bank St	0.24	3500	F	From	US 301 Crater St					C	0.1	F		3700	F	2002
					To												
Combined Traffic:			0	F								NA			0	F	
301	Bank St	0.15	3000	F	From	5th St					F	0.099	F		3200	F	2002
					To												
Combined Traffic:			6600	F							F	NA			7000	F	
301	Bank St	0.09	4100	F	From	3rd St					F	0.099	F		4300	F	2002
					To												
Combined Traffic:			0	F								NA			0	F	
301	2nd St	0.06	3600	F	From	ALT US 301 Par, 2nd St					F	0.103	F		3900	F	2002
					To												
Combined Traffic:			0	F								NA			0	F	
ALT 301	Sycamore																

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
ALT 301 Sycamore St	0.42	10000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.628	11000	F	2002
				From:	North Blvd											
ALT 301 Sycamore St	0.56	12000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.552	13000	F	2002
				From:	Graham Rd											
ALT 301 1 Wythe St	0.20	14000	F	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	F	2002
				From:	US 1 Wythe St RT 1											
Combined Traffic:											0.089	F		0	F	
ALT 301 1 Jefferson St	0.09	3400	F	95%	1%	2%	1%	1%	0%	F	0.086	F	0.709	3600	F	2002
				From:	BUS US 460 Jefferson St BUS US 460 Wythe St											
Combined Traffic:											0.086	F	0.709	0	F	
ALT 301 1 Jefferson St	0.21	870	F	95%	1%	2%	1%	1%	0%	F	0.107	F	0.813	920	F	2002
				From:	Bus US 460 Par, Washington St											
Combined Traffic:											0.107	F	0.813	0	F	
ALT 301 1 Henry St	0.05	560	F	95%	1%	2%	1%	1%	0%	F	0.129	F		590	F	2002
				From:	Henry St Jefferson St											
Combined Traffic:											0.129	F		0	F	
ALT 301 1 3rd St	0.05	1700	F	95%	1%	2%	1%	1%	0%	F	0.111	F		1800	F	2002
				From:	3rd St Henry St											
Combined Traffic:											0.111	F		0	F	
ALT 301 1 3rd St	0.05	2800	F	95%	1%	2%	1%	1%	0%	F	0.109	F		3000	F	2002
				From:	US 301 Par, Bank St											
Combined Traffic:											0.109	F		0	F	
ALT 301 301 Bollingbrook St	0.08	6700	F	95%	0%	2%	1%	1%	0%	F	0.103	F		7000	F	2002
				From:	US 301 Bollingbrook St US 1, ALT US 301 3rd St											
Combined Traffic:											0.103	F		0	F	
				To:	RT 301											
ALT 301 Sycamore St	0.09	7500	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.529	8000	F	2002
				From:	US 1 Wythe St											
Combined Traffic:											NA			0	F	
ALT 301 Bus 460 Washington St	0.09	16000	F	94%	1%	3%	2%	1%	0%	F	0.085	F		16000	F	2002
				From:	Bus US 460 Washington St RT 460 BUS P											
Combined Traffic:											NA			31000	F	
ALT 301 Adams St	0.06	5100	F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.715	5400	F	2002
				From:	BUS US 460 Washington St											
Combined Traffic:											NA			0	F	
ALT 301 Adams St	0.16	4600	F	97%	0%	1%	1%	1%	0%	F	0.095	F	0.757	4900	F	2002
				From:	Franklin St											
Combined Traffic:											NA			0	F	
ALT 301 Henry St	0.04	3100	F	97%	0%	1%	1%	1%	0%	F	0.085	F		3300	F	2002
				From:	Henry St Adams St											
Combined Traffic:											NA			0	F	
ALT 301 Second St	0.05	2800	F	97%	0%	1%	1%	1%	0%	F	0.086	F		3000	F	2002
				From:	Second St Henry St											
Combined Traffic:											NA			0	F	
				To:	US 301 P Bank St											

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						2Axle	3+Axle	1Trail	2Trail																				
City of Petersburg																													
	1.01	Combined Traffic: 49000	F	79%	1%	2%	1%	16%	1%	F	0.073	F	0.608	46000	F														
				From:	SCL Petersburg					See I-85 for directional traffic volume estimates for this segment.																			
	2.57	Combined Traffic: 58000	F	79%	1%	2%	1%	16%	1%	F	0.087	F		54000	F														
				From:	Squirrel Level Road					See I-85 for directional traffic volume estimates for this segment.																			
				To:	I-85 S																								
	County Dr	2.44	10000	A	87%	1%	2%	1%	9%	0%	A	0.097	A	0.536	11000	A	2002												
				From:	Maintenance Jurisdiction Change																								
	County Dr	0.34	13000	F	87%	1%	2%	1%	9%	0%	F	0.082	F	0.572	13000	F	2002												
				From:	SR 106 Courthouse Rd																								
				To:	ECL Petersburg																								
	Washington St	0.40	13000	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.544	13000	F	2002												
				From:	WCL Petersburg																								
	Washington St	0.18	13000	F	97%	0%	1%	1%	1%	0%	F	0.094	F	0.519	13000	F	2002												
				From:	Summit St																								
	Washington St	0.57	14000	F	95%	1%	2%	1%	1%	0%	F	0.090	F	0.535	15000	F	2002												
				From:	Elm St																								
	Wythe St	1.08	8300	F	95%	1%	2%	1%	1%	0%	C	0.085	F		8800	F	2002												
				From:	US 1 Par, Wythe St																								
				To:	US 1 Par, Washington St; Battersea Lane																								
	Wythe St	0.15	9900	F	95%	1%	2%	1%	1%	0%	F	0.087	F		10000	F	2002												
				From:	Perry St																								
	Wythe St	0.20	10000	F	95%	1%	2%	1%	1%	0%	F	0.087	F		21000	F													
				From:	SR 36 Market St																								
	Wythe St	0.20	10000	F	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	F	2002												
				From:	SR 36 Market St																								
	Wythe St	0.20	14000	F	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	F	2002												
				From:	ALT US 301 Sycamore St																								
	Wythe St	0.20	15000	F	96%	1%	2%	0%	1%	0%	C	0.098	F		16000	F	2002												
				From:	US 1 JEFFERSON STREET																								
	Wythe St	0.30	10000	F	96%	1%	2%	0%	1%	0%	F	0.098	F		16000	F	2002												
				From:	US 1 Jefferson St																								
	Wythe St	0.30	10000	F	94%	1%	2%	1%	2%	0%	F	0.084	F		11000	F	2002												
				From:	I-85, I-95																								
	Crater Rd	0.96	11000	F	96%	1%	2%	1%	1%	0%	C	0.088	F	0.552	12000	F	2002												
				From:	SR 36; US 301 Crater Rd																								
	Crater Rd	0.09	11000	N	96%	1%	2%	1%	1%	0%	N	0.088	N	0.552	12000	N	2002												
				From:	I-95; BUS US 460 Par, Winfield Rd																								
	Washington St	0.31	8900	F	96%	1%	2%	1%	1%	0%	F	0.093	F		9400	F	2002												
				From:	US 301 Crater Rd																								
	Washington St	0.31	8900	F	96%	1%	2%	1%	1%	0%	F	0.093	F		9400	F	2002												
				From:	US 1 Wythe St Battersea Lane																								
	Washington St	0.40	8900	F	96%	1%	2%	1%	1%	0%	F	0.092	F		9400	F	2002												
				From:	123-9025 West St																								
	Washington St	0.40	8900	F	95%	1%	2%	1%	1%	0%	F	NA		18000	F														
				From:	123-9029 South St																								

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						2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																
Bus 460	Washington St	0.27	10000	F	From:	123-9029 South St				C	0.097	F		11000	F	2002
1					96%	1%	2%	1%	1%							
	Combined Traffic:		20000	F	95%	1%	2%	1%	1%	0%	F	NA		21000	F	
Bus 460	Washington St	0.24	10000	F	To:	Guarantee St				F	0.087	F		11000	F	2002
1					96%	1%	2%	1%	1%							
	Combined Traffic:		20000	F	95%	1%	2%	1%	1%	0%	F	NA		21000	F	
Bus 460	Washington St	0.19	13000	F	To:	North Market St				C	0.087	F		14000	F	2002
					From:	US 1 Par; SR 36 Market St										
	Combined Traffic:		23000	F	94%	1%	3%	2%	1%	0%	F	NA		24000	F	
Bus 460	Washington St	0.09	16000	F	To:	ALT US 301 Par, Sycamore St				F	0.085	F		16000	F	2002
					From:	ALT US 301 Par, Adams St										
	Combined Traffic:		30000	F	94%	1%	3%	2%	1%	0%	F	NA		31000	F	
Bus 460	Washington St	0.10	15000	F	To:	ALT US 301 Par, Adams St				F	0.083	F		16000	F	2002
					From:	US 1 Jefferson St										
	Combined Traffic:		29000	F	94%	1%	2%	1%	1%	0%	F	NA		31000	F	
Bus 460	Washington St	0.24	17000	F	To:	US 1 Jefferson St				F	0.079	F		18000	F	2002
					From:	I-95										
	Combined Traffic:		32000	F	95%	1%	2%	1%	2%	0%	F	NA		34000	F	
Bus 460	Washington St	0.24	13000	F	To:	I-95				C	0.089	F		13000	F	2002
					From:	US 301 Crater Rd										
	Combined Traffic:		23000	F	94%	1%	2%	1%	2%	0%	F	NA		24000	F	
Bus 460	Crater Rd	0.10	8000	F	To:	US 301 Crater Rd				F	0.089	F	0.521	8500	F	2002
					From:	SR 36, BUS US 460 Wythe St										
	Combined Traffic:		0	F									0	F		
Bus 460	Crater Rd	0.96	11000	F	To:	SR 36, BUS US 460 Wythe St				C	0.088	F	0.552	12000	F	2002
					From:	I-95; BUS US 460 Par, Winfield Rd										
	Combined Traffic:		0	F									0	F		
Bus 460	Winfield Rd	0.43	1800	F	To:	I-95; BUS US 460 Par, Winfield Rd				C	0.095	F	0.971	1900	F	2002
					From:	US 301 Crater Rd										
	Combined Traffic:		NA										NA			
Bus 460	Winfield Rd	0.09	1800	F	To:	State Maintenance Boundary				C	0.095	F	0.971	1900	F	2002
					From:	US 460 County Rd										
	Combined Traffic:		NA										NA			
3	Vaughn Rd	0.64	NA		To:	US 460 County Rd										
					From:	JB-26-123; 26-675										
	Combined Traffic:															
4	Wells Rd	0.41	3400	F	To:	123-9013 Halifax Rd				C	0.093	F		3600	F	2002
					From:	Halifax Rd										
	Combined Traffic:															
9002	Halifax Rd	0.18	6600	F	To:	Squirrel Level Rd				F	0.099	F	0.609	6900	F	2002
					From:	CSX RR										
	Combined Traffic:															
9002	Halifax St	0.58	5200	F	To:	Patterson St				F	0.107	F	0.617	5500	F	2002
					From:	Bavors Ln										
	Combined Traffic:															
9002	Halifax St	0.19	6100	F	To:	Virginia Ave				F	0.101	F	0.579	6400	F	2002
					From:	Lee Ave										
	Combined Traffic:															

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							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
9002	Halifax St	0.29	8300	F	From:	Lee Ave					F	0.085	F	0.511	8800	F	2002
					To:	Liberty St											
9002	Halifax St	0.28	9200	F	From:	US 1, US 460 W Wythe St					C	0.083	F	0.548	9800	F	2002
					To:	US 1, US 460 W Washington St											
9002	Union St	0.12	4400	F	From:	W Tabb St						0.099	F	0.874	4700	F	2002
					To:												
9002	Union St	0.17	2200	F	From:						C	0.108	F	0.587	2400	F	2002
					To:												
9004	Defense Rd	0.47	2500	F	From:	Boydton Plank Rd					C	0.118	F	0.699	2600	F	2002
					To:	Squirrel Level Rd											
9004	Defense Dr	1.77	6500	G	From:	Johnson Rd					F	NA		6800	G	2002	
					To:												
9004	South Boulevard	0.92	8800	F	From:	S. Sycamore St					C	0.093	F	0.504	9300	F	2002
					To:	Crater Rd											
9004	South Boulevard	0.18	5500	F	From:	Anderson St					F	0.093	F	0.558	5800	F	2002
					To:												
9004	South Boulevard	0.72	2500	F	From:	Halifax Rd					F	0.090	F	0.605	2600	F	2002
					To:												
9006	Flank Rd	0.96	1800	F	From:	Johnson Rd					C	0.102	F	0.592	1900	F	2002
					To:	Birdsong Rd											
9006	Flank Rd	0.47	3200	F	From:	Fort Hayes Dr					F	0.118	F	0.674	3400	F	2002
					To:												
9006	Flank Rd	0.75	2700	F	From:	Flank Rd N					F	0.121	F	0.606	2900	F	2002
					To:	US 301 S Crater Rd											
9006	Flank Rd	0.91	3300	F	From:	US 301 S Crater Rd					C	0.105	F		2100	F	2002
					To:												
9006	Flank Rd (1-Way)	0.13	2000	F	From:	I- 95					C	0.1	F	0.530	7000	F	2002
					To:	ECL Petersburg											
9008	Rives Rd	0.55	6600	F	From:	SR 142 Boydton Plank Rd					C	0.103	F	0.568	5000	F	2002
					To:	Grigg St											
9008	Rives Rd	0.27	4700	F	From:	Youngs Rd					C	0.087	F	0.531	4100	F	2002
					To:	S. South St											
9008	Rives Rd	0.47	2900	F	From:	Halifax St					F	0.087	F	0.597	3100	F	2002
					To:												
9009	Dupuy Rd	1.24	630	F	From:	S Crater Rd					F	0.105	F	0.536	670	F	2002
					To:	I-95											
9009	Dupuy St	0.58	2100	F	From:	I -95					F	0.101	F	0.533	2200	F	2002
					To:	County Dr											
9009	Farmer St	0.86	3900	F	From:	SCL Petersburg					C	0.096	F	0.525	15000	F	2002
					To:	Wells Rd											
9009	Farmer St	0.47	2900	F	From:						F	0.095	F	0.514	10000	F	2002
					To:												
9010	Wagner Rd	0.73	14000	F	From:						F	0.095	F	0.514	10000	F	2002
					To:												
9010	Wagner Rd	1.60	9500	F	From:						F	0.095	F	0.514	10000	F	2002
					To:												
9011	Squirrel Level Rd	0.82	860	F	From:						C	0.101	F	0.722	910	F	2002
					To:												

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Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
9011	Squirrel Level Rd	0.25	4700	F	From:	Wells Rd					C	0.083	F	0.504	4900	F	2002
					91%	1%	3%	1%	4%	0%							
9011	Squirrel Level	0.20	6900	F	From:	Ramp To I- 85					F	0.083	F	0.504	7300	F	2002
					96%	1%	2%	0%	0%	0%							
9011	Young Rd	1.14	4200	F	From:	Boydton Plank Rd					C	0.093	F	0.524	4500	F	2002
					96%	1%	2%	0%	0%	0%							
					To:	Dupuy Rd											
9012	Lee Ave	0.56	3000	F	From:	West St					C	0.089	F	0.516	3200	F	2002
					97%	2%	1%	0%	0%	0%							
9012	Porterville St	0.15	1600	F	From:	Halifax St					F	0.077	F	0.588	1700	F	2002
					97%	1%	1%	1%	0%	0%							
9012	New St	0.18	1500	F	From:	Harding St					C	0.088	F	0.514	1600	F	2002
					97%	1%	1%	1%	0%	0%							
9012	Harrison St	0.03	1300	F	To:	Harrison St					F	0.100	F		1400	F	2002
					97%	1%	1%	1%	0%	0%							
9012	Corling St	0.09	560	F	From:	Corling St					F	0.109	F		590	F	2002
					97%	1%	1%	1%	0%	0%							
9012	Graham Rd	0.83	5500	F	To:	Harrison St					F	0.088	F	0.513	5800	F	2002
					97%	1%	1%	1%	0%	0%							
9012	Graham Rd	0.14	11000	F	From:	S. Sycamore St					F	0.088	F	0.513	5800	F	2002
					98%	0%	1%	0%	0%	0%							
9012	Graham Rd	0.14	11000	F	To:	Ramp From I-95					C	0.088	F	0.817	11000	F	2002
					98%	0%	1%	0%	0%	0%							
					To:	Crater Rd											
9013	Halifax Rd	1.79	2700	F	From:	SCL Petersburg					C	0.094	F	0.536	2800	F	2002
					92%	0%	3%	1%	4%	0%							
9013	Halifax Rd	0.98	500	F	To:	Wells Rd					C	0.114	F	0.574	530	F	2002
					95%	0%	2%	1%	2%	0%							
					To:	Boydton Plank Rd											
9015	Johnson Rd	0.01	2700	F	From:	SCL Petersburg					F	0.135	F	0.637	2900	F	2002
					98%	0%	2%	0%	0%	0%							
9015	Johnson Rd	0.54	1100	F	To:	Flank Rd					C	0.089	F	0.692	1200	F	2002
					98%	0%	2%	0%	0%	0%							
9015	Johnson Rd	1.39	5400	F	From:	Birdsong Rd					F	0.118	F	0.568	5700	F	2002
					98%	0%	2%	0%	0%	0%							
9015	Johnson Rd	0.46	4800	F	To:	South Blvd					F	0.087	F	0.52	5100	F	2002
					98%	0%	2%	0%	0%	0%							
9015	Johnson Rd	0.37	4200	F	From:	North Blvd					F	0.087	F	0.535	4500	F	2002
					98%	0%	2%	0%	0%	0%							
9015	High Pearl St	0.20	4100	F	To:	St Luke St					F	0.087	F	0.506	4300	F	2002
					98%	0%	2%	0%	0%	0%							
9015	High Pearl St	0.08	3100	F	From:	Virginia Ave					F	0.085	F	0.596	3300	F	2002
					95%	3%	2%	0%	1%	0%							
9015	Harding St	0.22	2000	F	To:	ST Matthew St					C	0.085	F	0.605	2100	F	2002
					95%	3%	2%	0%	1%	0%							
9015	Harding St	0.27	940	F	To:	Porterville St					F	0.100	F		990	F	2002
					95%	3%	2%	0%	1%	0%							
					From:	PortersvilleSt											
					To:	Halifax St											
9017	Birdsong Rd	0.62	570	F	From:	SCL Petersburg					C	0.103	F	0.5	600	F	2002
					95%	2%	3%	0%	0%	0%							
					To:	Johnson Rd											
9021	N Sycamore St	0.18	3800	G	From:	W Washington St					C	NA			4000	G	2002
					92%	0%	0%	6%	2%	0%							
					To:	W Tabb St											

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							2Axle	3+Axle	1Trail	2Trail							
City of Petersburg																	
9021	N Sycamore St	0.11	4000	F	From:	W Tabb St						0.095	F	0.558	4300	F	2002
					To:	E Bank St											
9021	Sycamore St	0.04	3100	G	From:						NA			3200	G	2002	
					To:	Bollingbrook St											
9023	North Blvd	0.57	2200	F	From:	Johnson Rd					C	0.088	F	0.574	2300	F	2002
					To:	S Sycamore St											
9025	Virginia Ave	0.05	220	F	From:	Gates Lane					F	0.132	F		230	F	2002
					To:	Jefferson Lane											
9025	Virginia Ave	0.06	230	F	From:	98% 1% 1% 0% 0% 0%					F	0.126	F	0.621	250	F	2002
					To:	Diamond Street											
9025	Virginia Ave	0.11	420	F	From:	98% 1% 1% 0% 0% 0%					F	0.121	F		440	F	2002
					To:	Harding Street											
9025	Virginia Ave	0.32	2100	F	From:	98% 1% 1% 0% 0% 0%					F	0.088	F	0.525	2200	F	2002
					To:	Halifax Street											
9025	Young Ave	0.20	2400	F	From:	96% 1% 2% 1% 0% 0%					C	0.094	F	0.518	2500	F	2002
					To:	Arlington Street											
9025	Young Ave	0.11	3100	F	From:	96% 1% 2% 1% 0% 0%					F	0.098	F	0.559	3300	F	2002
					To:	West Street Young Avenue											
9025	S West St	0.28	3600	F	From:	96% 1% 2% 1% 0% 0%					F	0.084	F	0.523	3800	F	2002
					To:	Augusta Avenue											
9025	S West St	0.23	5100	F	From:	96% 1% 2% 1% 0% 0%					F	0.086	F	0.507	5400	F	2002
					To:	Farmer St											
9025	S West St	0.14	4000	F	From:	96% 1% 2% 1% 0% 0%					F	0.096	F	0.512	4300	F	2002
					To:	W Wythe St											
9025	S West St	0.07	3700	F	From:	96% 1% 2% 1% 0% 0%					F	0.099	F	0.51	3900	F	2002
					To:	W Washington St											
9027	S West St	0.63	2200	F	From:	Halifax St					C	0.091	F	0.521	2300	F	2002
					To:	Young Ave											
9029	S. South St	0.36	2100	F	From:	Lee Ave					C	0.089	F	0.529	2300	F	2002
					To:	US 1 Wythe St											
9029	S. South St	0.09	8600	G	From:	98% 0% 1% 0% 0% 0%					F	NA		9000	G	2002	
					To:	Washington St											
9029	N. South St	0.20	6400	F	From:	98% 0% 1% 0% 0% 0%					F	0.093	F	0.584	6700	F	2002
					To:	High St											
9029	High St	0.02	820	F	From:	98% 0% 1% 0% 0% 0%					F	0.1	F	0.534	870	F	2002
					To:	Canal St											
9029	Canal St	0.20	6200	F	From:	98% 0% 1% 0% 0% 0%					C	0.094	F	0.594	6600	F	2002
					To:	Grove Ave											
9031	Byrne St	0.40	840	F	From:	New St					C	0.104	F		880	F	2002
					To:	Halifax St											
9031	S. Market St	0.03	2700	F	From:	94% 3% 2% 0% 0% 0%					F	0.096	F	0.708	2900	F	2002
					To:	Brown St											
9031	S. Market St	0.09	2800	F	From:	94% 3% 2% 0% 0% 0%					F	0.099	F	0.65	3000	F	2002
					To:	Wythe St											
9033	Apollo St	0.14	2800	F	From:	Sycamore St					F	0.089	F	0.55	2900	F	2002
					To:	Jefferson St											

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							2Axle	3+Axle	1Trail	2Trail								
City of Petersburg																		
9033	Jefferson St	0.58	2800	F	From:	Apollo St					C	0.094	F	0.601	2900	F	2002	
					To:	E Wythe St												
9033	Henry St	0.04	1200	G	From:	3rd Street					F	NA		1300	G	2002		
					To:	N Adams St												
9038	Puddledock Rd	0.40	4300	F	From:	E Washington St					C	0.095	F	0.586	4600	F	2002	
					To:	ECL Petersburg												
9046	High St	0.58	1000	F	From:	Canal St						0.099	F	0.706	1100	F	2002	
					To:	N Market St												
9046	W Bank St	0.14	2300	F	From:	N Manket St						0.092	F		2400	F	2002	
					To:	N Sycamore St												
9046	E Bank St	0.11	3500	G	From:	97%	0%	2%	1%	0%	0%	C	NA		3600	G	2002	
					To:	2Nd St												
9046	Bank St	0.25	2800	F	From:	US 301 N Crater Rd					C	0.104	F	0.538	3000	F	2002	
					To:	East St												
9046	Bank St	0.21	2800	F	From:	93%	1%	4%	1%	1%	0%	F	0.098	F	0.545	2900	F	2002
					To:	SR 36 E Washington St												
9048	W Tabb St	0.09	1800	F	From:	N Market St						0.110	F	0.655	1900	F	2002	
					To:	Union St												
9048	W Tabb St	0.06	2200	F	From:							0.116	F	0.612	2300	F	2002	
					To:	N Sycamore St												
9048	E Tabb St	0.12	1100	G	From:	90%	0%	0%	7%	2%	1%	C	NA		1200	G	2002	
					To:	N Adams St												
9053	Baylors Ln	0.65	1800	F	From:	Defense Rd					C	0.102	F	0.574	1900	F	2002	
					To:	Halifax St												
9055	Madison St	0.05	2100	F	From:	E Washington St					F	0.105	F	0.841	2200	F	2002	
					To:	Franklin St												
9055	Madison St	0.18	1800	F	From:	94%	1%	2%	1%	1%	0%	C	0.104	F	0.85	1900	F	2002
					To:	E Bank St												
9055	Madison St	0.07	1200	F	From:	94%	1%	2%	1%	1%	0%	F	0.098	F	0.635	1200	F	2002
					To:	Bollingbrook St												
9057	Fifth St	0.05	540	F	From:	E Bank St						0.133	F	0.746	570	F	2002	
					To:	Bollingbrook St												
9057	Fifth St	0.08	550	F	From:	82%	4%	4%	4%	6%	0%	C	0.105	F	0.515	580	F	2002
					To:	River St												
9059	Flank Rd N	0.20	3800	F	From:	Flank Rd One-Way					C	0.086	F	0.786	4000	F	2002	
					To:	US 301 S Crater Rd												
9065	S Adams St	0.10	4600	F	From:	E Wythe St						0.095	F	0.71	4800	F	2002	
					To:	E Washington St												
	Accomack St		310	F	From:	6Th St						0.094	F		330	F	2002	
					To:	7Th St												
	Cameron St		400	F	From:	Old Church St						0.109	F		420	F	2002	
					To:	Center St												

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						2Axle	3+Axle	1Trail	2Trail							
Culpeper Ave		570	F	From:	Prince George Ave						0.141	F		600	F	2002
				To:	Brunswick St											
Custer St		450	F	From:	Halifax Rd						0.106	F		480	F	2002
				To:	Hawk St											
Darby Dr		320	F	From:	Busby St						0.095	F		340	F	2002
				To:	Halcun Dr											
Gordon Dr		290	F	From:	Dering Rd						0.11	F		300	F	2002
				To:	Hoke Dr											
Homestead Dr		1000	F	From:	Valley Dr						0.096	F		1100	F	2002
				To:	Midland Rd											
Jefferson St		3700	F	From:	Filmore St						0.088	F		4000	F	2002
				To:	ST Andrews St											
Kirkham Street		500	F	From:	Bolling Street						0.101	F	0.591	530	F	2002
				To:	Chestnut Street											
North Park Dr		1200	F	From:	Nivram St						0.090	F		1200	F	2002
				To:	Retang Rd											
Oakmont Dr		90	F	From:	Homestead Dr						0.117	F	0.667	100	F	2002
				To:	Midland Rd											
Old Church St		360	F	From:	Bollingbrook St						0.108	F		380	F	2002
				To:	Miller St											
Patterson Ave		1100	F	From:	Floyd St						0.119	F		1100	F	2002
				To:	Carver St											
Pleasants Ln		1000	F	From:	Valor Dr						0.104	F		1100	F	2002
				To:	Dupuy Rd											
Richmond Ave		1000	F	From:	Ash St						0.093	F		1100	F	2002
				To:	Nash St											
Rollingwood Rd		100	F	From:	Valley St						0.106	F		100	F	2002
				To:	Homestead Dr											
South Park Dr		1800	F	From:	Forest Hill Rd						0.095	F		1900	F	2002
				To:	West Park Dr											
St Matthew St		2900	F	From:	High Pearl St						0.087	F		3000	F	2002
				To:	Harding St											
Talley Ave		880	F	From:	Custer St						0.234	F		940	F	2002
				To:	Edmonds Ct											